REMARKS

Claims 1-20 have been cancelled from the application. New claims 21-44 have been added with claims 21 and 33 in independent form.

First, the drawings stand objected to as failing to comply with 37 CFR 1.84(p)(5) because they do not include the reference sign 11 as mentioned in the description. In response, Applicant submits herewith replacement sheets for Figures 1-6 including the reference sign 11 for the link mechanism as mentioned in the description.

Second, the drawings also stand objected to under 37 CFR 1.83(a) because the biasing member associated with the latch arm must be shown in the drawings or cancelled from the claims. In response, Applicant has cancelled claim 14 relating to the biasing member.

Third, claims 3, 7, 9, and 11-14 stand rejected under 35 USC 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention. In response, claims 3, 7, 9, and 11-14 have been cancelled rendering the rejection moot.

Finally, claims 1-4 and 20 stand rejected under 35 USC 102(b) as being anticipated by Schaefer et al. (US Patent 6,000,742). The Examiner contends that Schaefer discloses a seat assembly comprising a seat cushion (36), a seat back (28), at least one recliner mechanism linking the seat back to the seat cushion, a riser assembly including front (50) and rear legs (44),

AMENDMENTS TO THE DRAWINGS

The attached replacement sheets of drawings include changes to Figures 1 through 6. The replacement sheets replace the original sheets including Figures 1 through 6. More specifically, the drawings have been amended to identify the element 11 mentioned in the specification.

Attachment: 4 replacement sheets

the riser assembly coupled to the seat cushion and a floor of a vehicle for allowing selective movement of the seat cushion, and at least one link mechanism (79) operatively coupled to the seat back and the seat cushion, the link mechanism moving the seat cushion in response to pivotal movement of the seat back..

In response, Applicant has cancelled claims 1-20 and submitted new claims 21-44 with claims 21 and 33 in independent form. Independent claims 21 and 33 more particular point out and distinctly claim the subject matter which Applicant regards as the invention. Namely, independent claim 21 sets forth a seat assembly (10) comprising: a seat cushion (12) configured for supporting an occupant above a vehicle floor; a seat back (14) pivotally coupled to the seat cushion (12); a recliner mechanism (16) operatively coupled between the seat back and the seat cushion for providing selective movement of the seat assembly between a plurality of seating positions with said seat back generally inclined relative to the seat cushion and a stowed position with the seat back in a generally folded flat position overlying the seat cushion; a riser assembly (20) including a pair of front legs (22) and a pair of rear legs (24), the riser assembly (20) operatively coupled between the seat cushion (12) and the floor of a vehicle for allowing selective movement of the seat assembly between the seating positions and the stowed position; a riser control rod (34) rotatably supported by the seat cushion and fixedly secured to each of the pair of rear legs; and a link mechanism (11) operatively coupled between the seat back (14) and the riser control rod for allowing free pivotal movement of the seat back relative to the riser

control rod in each of the plurality of seating positions and for automatically rotating the riser control rod to simultaneously pivot each of said pair of front and rear legs relative to the floor in response to pivotal movement of the seat back between the seating positions and the stowed position. Similarly, independent claim 33 sets forth a seat assembly (10) comprising: a seat cushion (12) configured for supporting an occupant above a vehicle floor; a seat back (14) pivotally coupled to the seat cushion (12); a recliner mechanism (16) operatively coupled between the seat back and the seat cushion for providing selective movement of the seat assembly between a plurality of seating positions with said seat back generally reclined relative to the seat cushion and an easy entry position with the seat back pivoted forwardly and partially overlying the seat cushion; a riser assembly (20) including a pair of front legs (22) and a pair of rear legs (24), the riser assembly (20) operatively coupled between the seat cushion (12) and the floor of a vehicle for allowing selective movement of the seat assembly between the seating positions and the easy entry position; a riser control rod (34) rotatably supported by the seat cushion and fixedly secured to each of the pair of rear legs; and a link mechanism (11) operatively coupled between the seat back (14) and the riser control rod for allowing free pivotal movement of the seat back relative to the riser control rod in each of the plurality of seating positions and for automatically rotating the riser control rod to simultaneously pivot each of said pair of front and rear legs relative to the floor in response to pivotal movement of the seat back between the seating positions and the easy entry position.

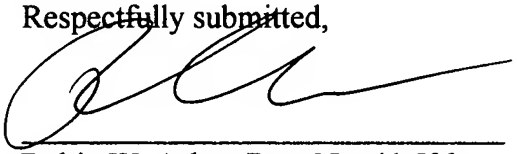
Schaefer clearly does not disclose, teach, or suggest a riser control rod rotatably supported by the seat cushion and fixedly secured to each of the pair of rear legs and a link mechanism operatively coupled between the seat back and the riser control rod for allowing free pivotal movement of the seat back relative to the riser control rod in each of the plurality of seating positions and for automatically rotating the riser control rod to simultaneously pivot each of the pair of front and rear legs relative to the floor in response to pivotal movement of the seat back. In contradistinction, the front and rear legs in Schaefer never simultaneously pivot relative to the floor in response to pivotal movement of the seat back. Rather, in Schaefer, when the seat back is pivoted from the seating position to the folded position as shown in Figure 5 for moving the seat to the tumble position, the front and rear legs only move or pivot in response to tumbling of the seat cushion. Similarly, when the seat back is pivoted from the seating position to the folded position as shown in Figure 7 for moving the seat to the dropped and folded position, only the front legs move or pivot and only in response to the lowering of the seat cushion to the floor. Schaefer does not include a riser control rod rotatably supported by the seat cushion and fixedly secured to the rear legs such that selective pivotal movement of the seat back causes the link mechanism to rotate the riser control rod and simultaneously pivot each of the front and rear legs relative to the floor. That is, the movement of the front and rear legs is caused only by pivotal movement of the seat back, not the seat cushion. The pivotal movement of the seat back selectively rotates the riser control rod to drive the rear legs. Therefore, Schaefer clearly does

not disclose the structure or function as set forth in Applicant's invention as defined by claims 21 and 33.

Claims 22-32 depend from independent claim 21 and claims 34-44 similarly depend from independent claim 33. Therefore, all of the new claims 22-44 clearly distinguish Applicant's invention over the prior art and Applicant respectfully requests the rejection be withdrawn.

Accordingly, it is believed that the application is in condition for more favorable consideration and Applicant respectfully requests that a timely Notice of Allowance be issued in this case.

Respectfully submitted,



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